

Commonwealth of Massachusetts

Executive Office of Environmental Affairs ■ MEPA Office

ENF

Environmental Notification Form

For Office Use Only Executive Office of Environmental Affairs
EOEA No.: 14103 R
MEPA Analyst: Aisling Eglinton
Phone: 617-626- 1024

The information requested on this form must be completed to begin MEPA Review in accordance with the provisions of the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: Reconstruction of River Road		
Street: River Road		
Municipality: Florida	Watershed: Deerfield	
Universal Transverse Mercator Coordinates: Start x: 666244.15, y: 4725194.37 Finish x: 664935.01, y: 4725485.99	Latitude: 42°39'47"N to 42°39'58"N Longitude: 72°58'17"W to 72°59'14"W	
Estimated commencement date: Spring '09	Estimated completion date: Spring '10	
Approximate cost: \$4,745,000	Status of project design: 100% design phase	
Proponent: MassHighway & Town of Florida		
Street: 10 Park Plaza, Room 4260		
Municipality: Boston	State: MA	Zip Code: 02116
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Benjamin Nichols		
Firm/Agency: MassHighway	Street: 10 Park Plaza, Room 4260	
Municipality: Boston	State: MA	Zip Code: 02116
Phone: 617-973-8245	Fax: 617-973-8879	E-mail: Benjamin.nichols@state.ma.us

- Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?
 Yes No
- Has this project been filed with MEPA before?
 Yes (EOEA No. 14103 (ENF withdrawn)) No
- Has any project on this site been filed with MEPA before?
 Yes (EOEA No. _____) No
- Is this an Expanded ENF (see 301 CMR 11.05(7)) requesting:
 - a Single EIR? (see 301 CMR 11.06(8)) Yes No
 - a Special Review Procedure? (see 301 CMR 11.09) Yes No
 - a Waiver of mandatory EIR? (see 301 CMR 11.11) Yes No
 - a Phase I Waiver? (see 301 CMR 11.11) Yes No

Identify any financial assistance or land transfer from an agency of the Commonwealth, including the agency name and the amount of funding or land area (in acres): **The Massachusetts Highway Department is funding 20%, and the Federal Highway Administration is funding 80% of the construction costs.**

Are you requesting coordinated review with any other federal, state, regional, or local agency?
 Yes (Specify _____) No

List Local or Federal Permits and Approvals: **Order of Conditions from Florida Conservation Commission, U.S. Army Corps of Engineers (ACOE) Programmatic General Permit (PGP I), U.S. Fish & Wildlife Determination, and a Categorical Exclusion in accordance with the National Environmental Policy Act**

Source: **S E A Consultants, Inc**
MassHighway Environmental Services Division

Which ENF or EIR review threshold(s) does the project meet or exceed (see 301 CMR 11.03):

- | | | |
|---------------------------------|---------------------------------------|--|
| <input type="checkbox"/> Land | <input type="checkbox"/> Rare Species | <input checked="" type="checkbox"/> Wetlands, Waterways, & Tidelands |
| <input type="checkbox"/> Water | <input type="checkbox"/> Wastewater | <input checked="" type="checkbox"/> Transportation |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Air | <input type="checkbox"/> Solid & Hazardous Waste |
| <input type="checkbox"/> ACEC | <input type="checkbox"/> Regulations | <input type="checkbox"/> Historical & Archaeological Resources |

Summary of Project Size & Environmental Impacts	Existing	Change	Total	State Permits & Approvals
LAND				<input checked="" type="checkbox"/> Order of Conditions <input type="checkbox"/> Superceding Order of Conditions <input type="checkbox"/> Chapter 91 License <input type="checkbox"/> 401 Water Quality Certification <input type="checkbox"/> MHD or MDC Access Permit <input type="checkbox"/> Water Management Act Permit <input type="checkbox"/> New Source Approval <input type="checkbox"/> DEP or MWRA Sewer Connection/ Extension Permit <input checked="" type="checkbox"/> Other Permits <i>(including Legislative Approvals) – Specify:</i> MESA (NHESP) Determination (attached), DCR Property Access Permit
Total site acreage	5.69 acres			
New acres of land altered		2.5 acres		
Acres of impervious area	2.65 acres	0.26 acres	2.92 acres	
Square feet of new bordering vegetated wetlands alteration		146 sq ft (396 sq ft replaced)		
Square feet of new other wetland alteration		Permanent: Bank 33 ft LUW 152 sq ft BLSF 13,700 sq ft Riverfront 23,802 sq ft		
Acres of new non-water dependent use of tidelands or waterways		N/A		
STRUCTURES				
Gross square footage	N/A	N/A	N/A	
Number of housing units	N/A	N/A	N/A	
Maximum height (in feet)	N/A	N/A	N/A	
TRANSPORTATION				
Vehicle trips per day	200	No Change	200	
Parking spaces	N/A	N/A	N/A	

WATER/WASTEWATER			
Gallons/day (GPD) of water use	N/A	N/A	N/A
GPD water withdrawal	N/A	N/A	N/A
GPD wastewater generation/ treatment	N/A	N/A	N/A
Length of water/sewer mains (in miles)	N/A	N/A	N/A

CONSERVATION LAND: Will the project involve the conversion of public parkland or other Article 97 public natural resources to any purpose not in accordance with Article 97?

Yes (Specify _____) No

Will it involve the release of any conservation restriction, preservation restriction, agricultural preservation restriction, or watershed preservation restriction?

Yes (Specify _____) No

RARE SPECIES: Does the project site include Estimated Habitat of Rare Species, Vernal Pools, Priority Sites of Rare Species, or Exemplary Natural Communities?

Yes (Specify – **An Estimated Habitat for Rare Wildlife (WH#34) and Priority Habitat for Rare Species (PH#83) are shown on the Massachusetts Natural Heritage and Endangered Species Program (MNHESP) ArcGIS layer. In a correspondence dated August 30th, 2006, the MNHESP indicated the *Special Concern* Longnose Sucker (*Catostomus catostomus*), the *Threatened* Shore Sedge (*Carex lenticularis*), the *Endangered* Spiked False Oats (*Trisetum spicatum*), the *Special Concern* Ocellated Darner (*Boyeria grafiana*), and the *Threatened* Mountain Alder (*Alnus viridis* ssp. *crispa*) have been found in the vicinity of the site. In a correspondence dated August 27, 2007, the MNHESP determined that the project will not result in a prohibited “take” of state-listed species provided that all of the conditions specified by the MNHESP in an e-mail to SEA Consultants were incorporated into the project.**

Source: S E A Consultants Inc
 MassHighway Environmental Services Division
 MNHESP (See attached correspondence)

HISTORICAL /ARCHAEOLOGICAL RESOURCES: Does the project site include any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth?

Yes (Specify _____) No. **A review of the State/National**

Registers of Historic Places revealed no listed properties adjacent to the project area. The River Road reconstruction project will not affect the Rowe Road Bridge, which MHC has determined to be eligible for individual listing in the National Register of Historic Places. The reconstruction of the existing paved roadway apron at the entrance to the bridge and the installation of new steel beam guardrails along River Road at either side of the bridge will not affect the historic character-defining features of the bridge. Proposed work at this location involves reconstruction of the existing roadway and reconstruction of the existing asphalt sidewalks, with no proposed roadway widening or property takings. Little or no archaeological potential can be ascribed to the project area based on the nature of the work, the effects of past roadway, bridge, and drainage construction, and unfavorable environmental conditions (i.e. embankment, ledge).

MassHighway’s Cultural Resource Unit has determined that this project requires no further review under Section V.B. (“No Effect on National Register – listed or – eligible properties”) of the Section 106 Programmatic Agreement.

Source: S E A Consultants Inc
 MassHighway Environmental Services Division
 MassHighway Cultural Resources Project Record (attached)

If yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources?

Yes (Specify _____) No

Little or no archaeological potential can be ascribed to the project area based on the nature of the work, the effects of past roadway, bridge, and drainage construction, and unfavorable environmental conditions (i.e. embankment, ledge). MassHighway's Cultural Resource Unit has determined that this project requires no further review under Section V.B. ("No Effect on National Register – listed or – eligible properties") of the Section 106 Programmatic Agreement.

Source: S E A Consultants Inc

MassHighway Environmental Services Division

MassHighway Cultural Resources Project Record (attached)

AREAS OF CRITICAL ENVIRONMENTAL CONCERN: Is the project in or adjacent to an Area of Critical Environmental Concern?

Yes (Specify _____) No

PROJECT DESCRIPTION: The project description should include (a) a description of the project site, (b) a description of both on-site and off-site alternatives and the impacts associated with each alternative, and (c) potential on-site and off-site mitigation measures for each alternative (You may attach one additional page, if necessary.)

The Massachusetts Highway Department and the Town of Florida are proposing to reconstruct a portion of River Road from its intersection with Whitcomb Hill Road, continuing southerly for a distance of 1,640 meters (5,381 feet) in Florida, Massachusetts.

Existing Conditions

The Town of Florida has designed improvements to the River Road corridor, from the intersection with Whitcomb Hill Road, continuing southerly for a distance of approximately 1.64 kilometers (1.0 miles). MassHighway has included this project in its roadway reconstruction program. River Road is classified under the Federal Aid System as a "rural major collector" and has an Average Daily Traffic (ADT) of 200 vehicles. The posted speed limit within the project area will be retained following reconstruction. The existing roadway section has a variable width throughout the project corridor ranging from 5.5 meters (18 feet) to 7.5 meters (25 feet). The River Road public right-of-way is 15.24 meters (50 feet).

Purpose and Need

The current pavement condition on River Road is poor, evidenced by visible alligator cracking, rutting, depressions, and raveling. Other factors contributing to the need for this project include sub-standard shoulder widths and inadequate drainage. The project, as proposed, will maintain and improve the existing roadway, including widening (limited to less than a single lane width) resulting in drainage system and road safety improvements.

Proposed Improvements

The project, as proposed, will maintain and improve the existing roadway, including widening (limited to less than a single lane width) resulting in drainage system and road safety improvements. The proposed improvements consist of earth excavation, excavation by cold planer, full depth hot mix asphalt pavement construction, hot mix

asphalt berm installation, guardrail installation, and drainage system improvements. The typical section for the reconstruction of River Road will provide for a uniform paved width of 7.0 meters (23.0 ft). As a result, River Road will be widened an approximate average of 0.46 meters (1.5 ft) throughout the project corridor, with limited areas of decrease in roadway width. The proposed cross-section includes two 3.0 meter (10.0 ft) travel lanes, and 0.5 meter (1.5 ft) paved shoulders.

Avoidance and Minimization of Impacts

The proposed cross section meets the minimum required width for travel lanes and shoulders for a MassHighway defined 'Low Speed / Low Volume Roadway.' The narrower widths are being proposed to reduce the amount of Right-of-Way acquisition and slope easements required, the number of trees impacted and the impacts to adjacent wetland areas including intermittent streams and associated Bordering Vegetated Wetlands.

Wetland resource areas along the project include Bordering Vegetated Wetland (BVW), Bank, Bordering Land Subject to Flooding (BLSF), Riverfront Area and Land Under Water (LUW) associated with intermittent and perennial streams and the Deerfield River (all resource areas and associated buffer zones are indicated on the plans). Bordering Vegetated Wetlands along River Road generally run parallel to the roadway. As a result, small linear strips of BVW are impacted due to widening and re-grading of side slopes. To reduce the number of impacts in these areas due to construction activities, the side slopes have been modified to reduce impacts by reducing side slopes from 4:1 to 1:1. This measure has drastically reduced the fill needed for side sloping.

Replacement of mature trees is not feasible due to the steep slopes and limited right of way for the project. As mitigation, the revised design incorporates live shrub cuttings into the slope paving.

Alternatives Analysis

The following is a summary of the alternatives evaluated for the proposed project:

- 1) Reconstruction with Travel Lane Widening only was considered. This option without the installation of shoulders would not adequately improve safety conditions for motorists, bicycles, or pedestrians. Furthermore, this option would not meet MassHighway's minimum design standards for the roadway classification.
- 2) Pavement Overlay Only was considered as an option for this project. However, the roadways inadequate subgrade condition would not be addressed. The failing condition of the subgrade is evident in various locations throughout the corridor. This option also would not meet MassHighway's minimum safety design standards for the roadway classification.
- 3) The No Build Alternative was considered. This option would not address the deteriorating road surface conditions and inadequate drainage system. Additionally, this option would not correct the poor safety conditions within the corridor.
- 4) A longer project (2.24 km (1.4 mi)) was previously considered. The current shorter, proposed project will result in reduced environmental impacts. The current design will maintain an existing rock wall and eliminates work to replace

one culvert which provides for a reduction in alteration of wetland resources area.

The preferred alternative for the reconstruction of River Road is to widen the travel lanes with the addition of shoulders and guardrail according to MassHighway's minimum design standards for the roadway classification. The preferred alternative will improve public safety, roadway surface problems, drainage system inadequacies, and create safe pedestrian and bicycle access through the corridor. The design concept proposes maintaining the existing edge of road locations closest to the Deerfield River, and widening to the south, away from the river to minimize impacts to wetland resource areas. In total, the project will result in 146 square feet of BVW impacts. A 396 square foot replacement area for BVW impacts will be constructed in accordance with the performance standards at 310 CMR 10.55(4). Other impacts to BVW are temporary in nature and the temporarily impacted areas will be restored to their pre-construction condition upon completion of the project. Minor permanent impacts to Riverfront Area (23,800 square feet) and Bordering Land Subject to Flooding (13,700 square feet) have been minimized to the greatest extent practicable.

This project is considered a redevelopment project pursuant to the DEP Stormwater Management Policy. Although, this is a redevelopment project, it is in compliance to the greatest extent practicable with the standards of the Stormwater Management Policy. Pursuant to the Massachusetts Wetlands Protection Act Regulations (310 CMR 10.53 (3)(f)), this work falls under the description of a "limited" project. The work will conform to the greatest extent practicable to the general performance standards of the Massachusetts Wetlands Protection Act (MGL c. 131 § 40) and its implementing regulations at 310 CMR 10.00.

MEPA Review

The project as proposed requires the preparation and filing of an ENF pursuant to the Massachusetts Environmental Policy Act (MGL c. 30 § 61-62H) and its implementing regulations at 301 CMR 11.03(6)(b)2.b because the project will result in the cutting of "five or more living public shade trees of 14 or more inches in diameter at breast height". The reconstruction of River Road will result in the removal of approximately 33 public shade trees.

The project also exceeds the threshold in Section 11.03(3)(b)(1)(f) because it requires the alteration of ½ or more acres of any other wetlands. The project will impact 152 square feet of Land Under Water for culvert scour reduction riprap, 13,700 permanent square feet of Bordering Land Subject to Flooding for new pavement & slope rip rap, and 23,802 permanent square feet of Riverfront Area for new pavement & slope rip rap. This will total 0.84 acres of alteration.

LAND SECTION – all proponents must fill out this section

I. Thresholds / Permits

A. Does the project meet or exceed any review thresholds related to **land** (see 301 CMR 11.03(1) ___ Yes No; if yes, specify each threshold:

II. Impacts and Permits